



Technical Note TN.JS-003

22 July 2011

TITLE

Setting up the Control Stick Position

DESCRIPTION

This technical note explains the procedure to set up the stick if it is not in the centre position with the ailerons kept neutral. Provided that the deflection ranges are comfortably achieved with the pilot correctly strapped in, a slightly off-centred positioned stick may be preferred by the pilot.

INSTRUCTIONS

The stick can be adjusted in both axes (pitch and roll) without influencing the control setup.

Identification

Procedure to identify whether the stick is offset:

1. Rig the aircraft.
2. Select Flap Setting 3
3. Deflect flaperons by hand to align the trailing edges exactly with the root fillet trailing edges.
4. Use a rule or a tape measure to measure from the tip of the stick to the edge of the cockpit frame on either side.
5. If the two measurements are the same then the stick is centre and this Technical Note does not apply.
6. If the measurements differ, then the stick is offset in relation to the flaperons and the following procedure may be followed to adjust the control system.

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Correction

Procedure for correcting adjusting the stick position:

1. Rig the aircraft.
2. Select Flap Setting 3
3. Remove the seat pan and set the B4 cover aside.
4. Unlock M8 locknut which locks the rod end, item (b) in Figure 1.
5. Unlock and remove the bolt connecting DR0A to the stick (M6H 17/26_P), item (a) in Figure 1
6. If the stick is offset to the left, adjust the rod end one half turn in and if the stick is offset to the right, adjust the rod end one half turn out.
7. Temporarily reinstall the bolt.
8. Align the flaperon trailing edges with the root trailing edges.
9. Measure the stick again as in *Identification* step 4.
10. If the stick is still offset, repeat steps 5 to 9.
11. When the stick is measured to be centre relative to the flaperons, the bolt connecting DR0A to the stick (M6H 17/26_P) can be locked with a new Nylock nut.
12. Clean the thread of the rod end using Loctite Solvent (<http://65.213.72.112/tds5/docs/7063-EN.PDF>).
13. Apply Loctite 648 to the end of the rod end thread and lock the M8 locknut. Use this product in accordance with its Loctite TDS (<http://65.213.72.112/tds5/docs/648-EN.PDF>).
14. Replace the engine control box and remove the stick boot.
15. Check for clearance between the stick and the B4 cover throughout its range left, right, up and down.
16. If interference is observed, small amounts of material may be ground away from the B4 cover lip to achieve free movement of the stick to the stops.
17. The stick boot may now be replaced.





Approval number: Design: D667 Manufacturing: M667, Maintenance: AMO1179

MATERIAL REQUIRED

- LOCTITE® 648™
- LOCTITE® 7063™ solvent cleaner
- New M8 Nylock

MASS AND BALANCE

Not affected

MANUALS

Not affected

NOTES

Any disturbance to the control system must be signed out by an approved maintenance organisation after dual inspection has been completed.

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